A.D. 1908 Nov. 27.
Bryant's

A.D. 1908. Nov. 27. N° 25,562.
BRYANT'S COMPLETE SPECIFICATION.

SHEET 1

Fig. 1.

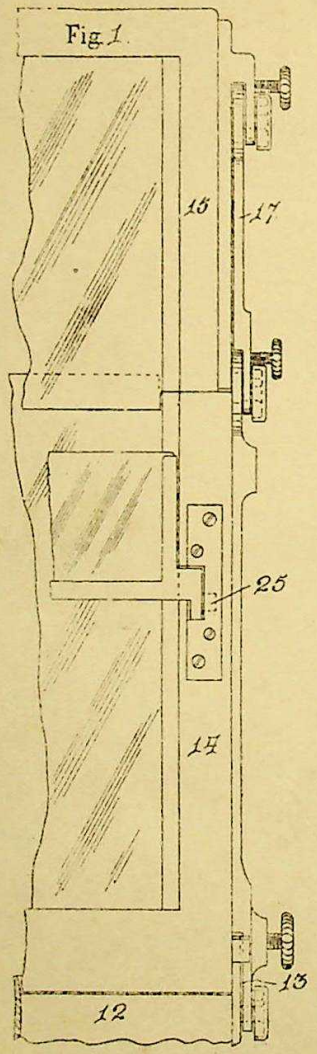

Fig. 2.

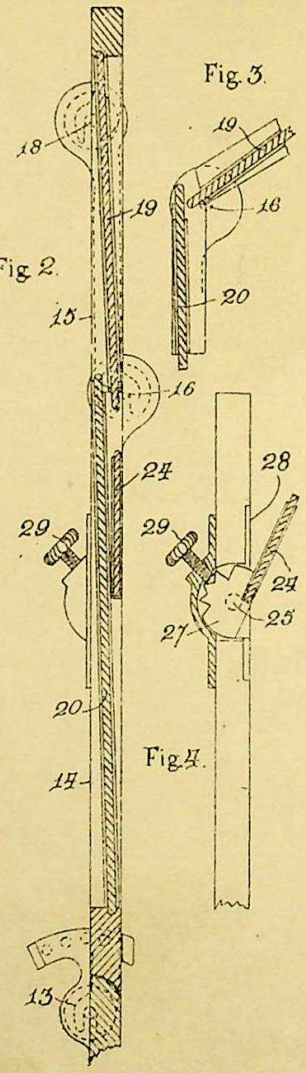

Fig. 3.

Fig. 4.

pivoted
1/12 30 p3

Fig. 5.

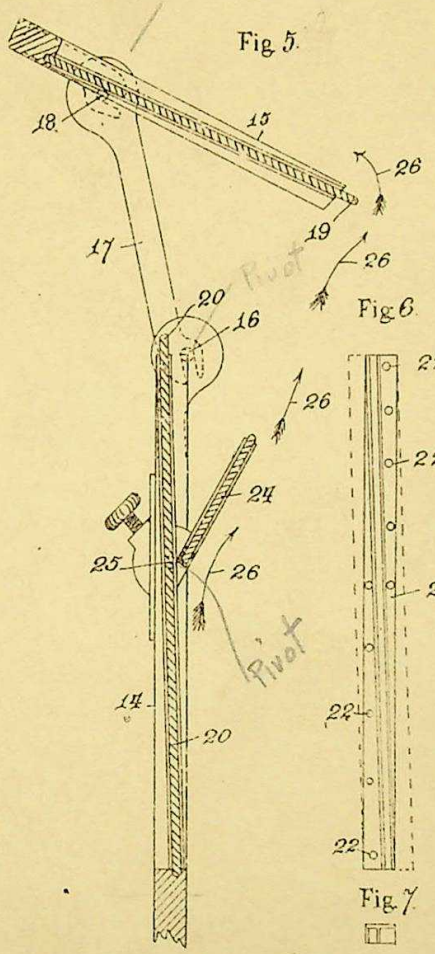

Fig. 6.

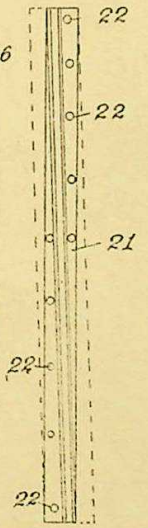

Fig. 7.

Fig. 8.

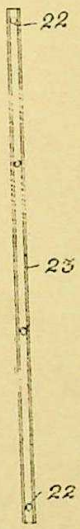

Fig. 9

24 is a deflecting shield, pivoted at 25. The wind striking the deflector 24 is carried across the opening beneath the shield 15 and thus over the same as indicated by the arrow 26

Patents Worksheets 396-91

Bryant Box 0 British Specs Attached

25562

N° 25,562 A.D. 1908

Date of Application, 27th Nov., 1908
Complete Specification Left, 1st Mar., 1909—Accepted, 15th Apr., 1909

PROVISIONAL SPECIFICATION.

Duplicate.

Improvements in Wind and Rain Shields for Motor Cars and the like.

I, SAMUEL BRYANT, of 2 Hartopp Road, Bowyer Road, Saltley, Birmingham, Builder, do hereby declare the nature of this invention to be as follows:—

This invention relates to improvements in wind and rain shields for motor cars and the like, and its object is primarily to provide improved means whereby the thickness of the sashes or frames of such shields may be made correspondingly less than those in present use; also an improved arrangement in some cases of placing the glass panels of such at an incline with the frames; also improved means for carrying the said panels; also an improved arrangement of draught deflecter.

In carrying out this invention it is in most cases an advantage to arrange that the upper end of the glass pane shall be situated close to the edge of the sash, whilst its lower end is placed forward so as to give thereto an inclined relative position. When more than one of such sashes are used, (usually hinged one to the other) the lower edge of the upper glass stands forward of the upper part of the lower glass, and also a little below it, but may be placed closer together than is usual, with a thinner sash, and the hinge joint being on the line of the face of the sash (or practically so) the edge of the one glass may be moved on its hinge although comparatively very close to the other, and thus reduces the space through which an undesired current of air can pass.

Metal grooves or channels are provided in which the glass is carried. Such grooves, are made from strip metal, and shaped into the gutter form, with or without side base plates.

In cases where the glass is placed at an incline, and where the side base plates are desired, the strips are left wide enough to permit of the gutter part being fitted on the frame at the desired angle or incline, and then the surplus overhanging strip cut away to the thickness of the sash, and in such base parts the attachment screw holes may be made. In other cases the gutter portion only is required, when the screw holes are formed in the bottom of the gutter.

In some cases it is desirable to provide an additional shield which may be termed a draught deflecter, its desirable position being just below the joint of the upper with the lower shield. Under ordinary circumstances, such a contrivance would interfere with the upper shield being turned over and down at the front, but in this invention, the glass of the lower shield is kept to the rear as much as possible, and in the space between the front of the glass and the front face of the shield a further short shield is pivotally carried, so that when the upper shield is upward out of the way, this short shield may be moved to any required angle, and there secured, by a quadrant and pinching pin or the like contrivance, so that the wind striking such, rebounds in an upward direction, and thence either over the upper shield, or sufficiently above the occupants. When not required, it may as before intimated, be moved within the compass of the lower shield.

As before intimated, the placing of the glass at an incline is novel and advantageous, still, with the use of the metal gutters to carry the glass, the

latter may be placed parallel down the edges of the sash, and thus give the advantages before named.

Dated this 26th day of November 1908.

CHARLES T. POWELL,
Agent for the Applicants.

COMPLETE SPECIFICATION.

Improvements in Wind and Rain Shields for Motor Cars and the like.

I, SAMUEL BRYANT, of 2 Hartopp Road, Bowyer Road, Saltley, Birmingham, Builder, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in wind and rain shields for motor cars and the like, and its object is primarily to provide improved means whereby the thickness of the sashes or frames of such shields may be made correspondingly less than those in present use; also an improved arrangement in some cases of placing the glass panels of such at an incline with the frames; also an improved arrangement of draught deflector.

In carrying out this invention it is in most cases an advantage to arrange that the upper end of the glass pane shall be situated close to the rear edge of the sash, whilst its lower end is placed forward so as to give thereto an inclined relative position. When more than one of such sashes are used, (usually hinged one to the other) the lower edge of the upper glass stands forward of the upper part of the lower glass, and also a little below it, but by the arrangement above stated they may be placed closer together than is usual, and with a thinner sash, and with the centre of the hinge joint being on the line of the face of the sash (or practically so), the edge of the upper glass may be moved on its hinge clear of the lower glass although comparatively very close to it, and thus reduces the space between the two, through which an undesired current of air can pass.

Metal grooves or channels are provided in which the glass is carried. Such grooves, are made from strip metal, and shaped into the gutter form, with or without side base plates.

In cases where the glass is placed at an incline, and where base plates at the sides are desired, the strips are first left wide enough to permit of the gutter part being fitted on the frame at the desired angle or incline, and then the surplus overhanging strip cut away to the thickness of the sash, and in such base plates the attachment screw holes may be made. In other cases the gutter portion only is required, when the screw holes are formed in the bottom of the gutter.

In some cases it is desirable to provide an additional shield which may be termed a draught deflecter, its desirable position being just below the joint of the upper with the lower shield. Under ordinary circumstances, such a contrivance would interfere with the upper shield being turned over and down at the front, but in this invention, the glass of the lower shield is kept to the rear as much as possible, and in the space between the front of the glass and the front face of the shield (sash) a further short shield is pivotally carried, so that when the upper shield is upward out of the way, this short shield may be

moved to any required angle, and there secured, by a quadrant and pinching pin or the like contrivance, so that the wind striking such shield, rebounds in an upward direction, and thence either over the upper shield, or sufficiently above the occupants. When not required, it may as before intimated, be moved within the compass of the lower shield.

As before intimated, the placing of the glass at an incline is novel and advantageous, still, with the use of the metal gutters to carry the glass, the latter may if desired be placed parallel down the edges of the sash, and thus give the advantages before named.

In order to more clearly explain this my invention I have appended hereunto illustrative sheets of drawings, upon which are figures and numbers of reference, similar numbers referring throughout the several views to the same thing or part, and in which:—

Fig 1 is a front view of the one side of a shield constructed according to this my invention. Fig 2 is a side sectional view of Fig 1 showing more particularly the glass placed in inclined positions, and also the additional deflector shown in its closed up position within the face line of the sash. Fig 3 is a sectional view showing the relative position of the lower edge of the upper glass, and the upper edge of the lower glass when passing each other. Fig 4 is a sectional view showing the addition deflector shield open somewhat, and also showing the adjusting mechanism for the same. Fig 5 is a sectional view showing the upper shield opened and also slightly set back, and also the deflector shield opened, and an indication of the air current produced thereby. Fig 6 is a front view of the glass carrying gutter having side base plates, and Fig 7 an end view of the gutter, with the surplus metal removed. Fig 8 is a front view, and Fig 9 an end view of a gutter having no side base plate.

12 represents the front of the car or other base upon which the shields are carried, by the joint mechanism 13, which latter however forms no part of this my invention. The said mechanism permits the lower shield 14 to be moved to certain angular positions and there secured. 15 is the upper shield which is pivotally carried at 16 from the lower shield by suitable joint mechanism, which latter again forms no part of this my invention, but which permits an adjustable angular movement of the side frames 17, to the upper end of which latter the shield 15 is pivoted at 18. 19 is the glass in the upper shield, and 20 the glass in the lower shield. It will be seen that these glasses are placed at an incline with the face line of the sashes. To fix these to ordinary wooden sashes, in the ordinary manner of providing a groove in the wood to receive them, would necessitate either very thick sashes,—which is most objectionable—, or the wood would be so thin in places, as to be impracticable. In order to obviate this difficulty I form a gutter 21, as seen in Figs 6 and 7, and for convenience of manufacture I first produce it as shown in dotted lines, that is to say, in a parallel shape, and then cut away the surplus metal, leaving it as shown in full lines. It being of the strong gutter form, the screw holes 22 on the one side at each end, is quite sufficient. In some cases if desired I may have no side plates, as seen at 23 in Figs 8 and 9, and in this case the screw holes 22 may be in the centre.

From the foregoing it will be seen on reference to Fig 2 that the upper end of the glass 20 is kept close to the rear face of the sash 14, whilst its lower end is similarly closed to the front face. This gives a maximum space between the front face of the upper end of the glass and the front face of the sash. It will also be noticed that the lower end of the glass 19 is kept close to the front of the sash 15; hence the two glasses may be kept comparatively very close to each other and yet permit the desired angular movement from the joint 16.

24 is the deflecting shield, which is pivoted at 25, and by reason of there being the maximum space in the sash 14, at the front of the upper end of the glass 20, the said shield is foldable into such space as seen in Fig 2, leaving the front face of the sash 14 free to permit the sash 15 being turned over so as

to lie against it when desired. It will thus be seen that the shield 15 and the deflector shield 24 may be severally adjusted, as seen for instance in Fig 5, so that the wind striking the deflector shall be rebounded in such a manner as to be carried across the opening beneath the shield 15, and then over the same as indicated by the arrow 26.

The shield 24 may be adjustably secured by any suitable device, but the device shown answers very well, in which the frame carrying the glass is furnished at its ends with the notched quadrant 27, and the pivot at 25. This pivot works in a hole formed in the ears of the plate 28, which latter is secured to the sash 14. The pinching pin 29 engages with the notches in the quadrant.

By these means I am enabled to use sashes much thinner than has hitherto been done; also the glass panels are placed near to each other, and at an incline which is neater and throws off the drip at the bottom in a better manner; also the said panels are carried in a neat, firm and convenient manner by the gutter-like strips; also the additional draught deflector is provided.

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I declare that what I claim is:—

1. In wind and rain shields for motor cars and the like, the construction and arrangement of placing the glass panels at an incline from the face of the sash, as set forth and shown.

2. In wind and rain shields for motor cars and the like, the construction and arrangement of the gutter 21 to carry the glass panels, as set forth and shown.

3. The construction and arrangement of gutter 23 to carry the glass, as set forth and shown.

4. In wind and rain shields for motor cars and the like, the construction and arrangement of the adjustable deflector shield 24 pivotally carried upon the shield 14 at a suitable distance below the adjustable shield 15, as set forth and for the purposes specified.

5. Carrying the adjustable deflector shield 24 so arranged as to lie within the space of the shield 14, as set forth and shown.

Dated this 26th day of February 1909.

CHARLES T. POWELL,
Agent for the Applicant,
Prudential Buildings, Corporation Street, Birmingham.

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